

Amendments to the Specification:

At page 1, immediately after the title on line 1, please insert the following paragraph:

--Cross-Reference to Related Application

This is the U.S. National Phase of International Application No. PCT/EP2003/013178 filed 22 November 2003, the entire disclosure of which is incorporated herein by reference.--

Please replace the paragraph beginning at page 1, line 20, with the following rewritten paragraph:

-- Additional ~~security~~ safety elements, such as the airbag in the steering wheel, provide an increased protection of the passengers of the motor vehicle possible in case of an accident, if the driver is located at the correct distance from the steering wheel. If the position of the driver to the pedals is effected by means of adjusting the seat position, the driver's position in relation to the steering wheel is changed. This may impair or ~~abolish~~ eliminate the airbag's function. Thus, it is desirable to use adjustable pedals in motor vehicles. Moreover, adjustment of the pedals makes it possible to adjust the driver's seating position ~~to the sight on~~ for better viewing of the dashboard and ~~on~~ the road, and to adjust the pedals along the preferred seating position. This moreover increases ~~security~~ safety in traffic.--

Please replace the paragraph beginning at page 3, line 20, with the following rewritten paragraph:

--Thus, the adjustable pedal assembly has substantially only three elements, namely the pedal, the subpedal, and the positioning element. Such a construction of substantially only three components is very robust and requires low-maintenance, and the bending loads on the individual components are minimized. By the gliding arrangement of the elements to each other, only ~~tear~~ shear forces and forces of pressure are transferred to the individual elements.-

Please replace the paragraph beginning at page 3, line 30, with the following rewritten paragraph:

-- Therein, it ~~is to note~~ should be noted that the described assembly is ~~a kinematics~~ which capable of motion and preferably moves substantially within one or parallel to one plane. For the pedals of a motor vehicle, this is usually the plane defined by the longitudinal axis and vertical axis of the vehicle. In the following, it is referred to the axes of the vehicle, wherein this reference is then based on the usual build-in position of the pedals in a vehicle; i.e. the pedal substantially pivots around an axis, running in parallel to the transverse axis of the vehicle when actuated by the driver.--

Please replace the paragraph beginning at page 7, line 21, with the following rewritten paragraph:

-- Subpedal 1 preferably consists of a symmetric U-shaped arrangement, which can best seen in fig. 3. Fig. 1 only shows the rear leg of the U. The shape of the front leg of the U corresponds to the rear leg. Both legs have preferably a substantially flat cross-section. The two legs are interconnected at the ~~basis~~ base of the U, positioned in fig. 1 on the left side of the subpedal. Other embodiments of the subpedal 1, e.g. an embodiment of a single flat element, are also possible. An elongated guide 7 is provided in both legs of the U-shaped subpedal 1, preferably running substantially horizontal. Its path is preferably straight.--

Please replace the paragraph beginning at page 8, line 25, with the following rewritten paragraph:

-- The pedal 4 substantially consists of three areas, the foot piece 14, offering good support for the actuating foot, a pedal foot, extending upwardly from the foot piece 14, and a top area, wherein the pedal 4 is connected to the subpedal 1 and the positioning element 8: This top area may be formed like shown in figs. 3 and 4 as a ~~massive~~ thick plate. However, in another embodiment, if it is made of sheet metal it may ~~transitioning~~ transition like a fork into two parallel and substantially flat areas.--

Please delete the text appearing at page 12, lines 16 through 31, in its entirety.